

Flight Plan

Summer 2000

Washington State Department of Transportation

Aviation Division

Washington State Aviation Hall of Fame Aviation's Own Inducted Into Hall of Fame

by Bill Brubaker, Director, Aviation Division

Ask any airport manager, pilot, aviation enthusiast in the state of Washington if they know who Mac McIver is and not only will they say yes, but will then proceed to enthusiastically tell you how important this man has been to the health and well being of aviation. During his thirty plus years of dedicated service, Mac has personally attended to the needs of every publicly owned and operated airport in the state.

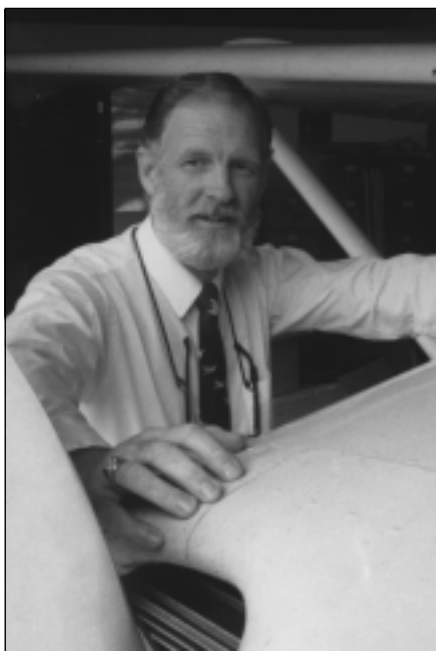
Under his administrative prowess and personal attention, the State Airport Aid program has provided much needed funding, technical assistance and advice to airport managers faced with steadily declining revenues with which to maintain a viable airport system.

But Mac's influence has not been limited to the state of Washington, or for that matter the Pacific Northwest. As Chairman of the NASAO-IES Committee, Mac has spearheaded the efforts to provide safe, affordable lighting systems for general aviation airports



throughout the nation. In 1987 he received the NASAO Most Innovative State Program Award for his concept of just such a lighting program. A decade later he received the NASAO-IES Best Lighting Project for the system that was installed at the Methow Valley State Airport. Not content to rest on those laurels, Mac pressed on and in 1999 the Fed-

eral Aviation Administration adopted the lighting program and began the task of writing Advisory Circulars that will allow GA airports to receive federal funding for his lighting system.



Mac McIver

As if this wasn't enough, McIver finds time to administer the Division's Certified Flight Instructor Clinics, be a Search and Rescue Duty Officer, and no less important, be the Division's second in command as the Aeronautics

Program Manager.

In 1998, McIver created the Washington State Aviation Hall of Fame, a long overdue tribute to the men and women who have made memorable contributions to general aviation. We are proud to announce on February 26, 2000, at this gala event, Mac was inducted among his fellow aviation enthusiasts.

Along with McIver, the new members inducted into the Hall of Fame are: the late **Wally Olson**, longtime instructor and the founder of Evergreen Airport in Vancouver, Washington; **Barbara Biehl**, whose expertise in aero-medical certification is nationally recognized; the late **Jim Galvin**, who founded Galvin's Flying Service at Boeing Field, one of the

See **Hall of Fame** on page 12



The Aviation Division appreciates the efforts of WASAR, WPA, Wings of Wenatchee and all who were responsible for the success of this year's Mountain Flying Clinic. ■

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Bill's Column

In life, as in flying, keeping track of our attitude makes getting where we're going a lot easier.

I was reminded of that recently when I received a note from John Gallagher, one of the state's registered pilots. He, like everyone else, dutifully pays his annual eight dollar registration fee, which as you know supports the State's Aerial Search and Rescue Program. But unlike a lot of folks, John is no longer an active pilot, but it is apparent to me, from John's note, that he understood the need for

the State's Aerial SAR program and is willing to do something about it even if he gets something out of it or not.



"Too many years have accumulated for me to fly. Originally this fund was established for search and rescue. None of it has been spent looking for me, for which I am glad."

JMG

We are too, John. And thank you!

Bill
Bill Brubaker

Flight Plan

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

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DIRECTOR OF AVIATION
Bill Brubaker

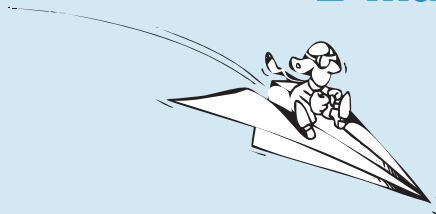
AVIATION DIVISION STAFF
Stan Allison • Randi Christenson
Donnie Harris • Newell R. Lee Jr.
Cheryl Little • M. J. McIver
Karl Milton Moore
Theresa Smith • Michelle Whitfield

MAILING ADDRESS
WSDOT Aviation Division
8900 East Marginal Way South
Seattle, Washington 98108-4024

Phone: (206) 764-4131
Toll Free 1-800-552-0666 (in WA only)
FAX (206) 764-4001

Design by WSDOT Graphic Communications: Gerry Rasmussen
0007-0488 17M

E-mail us!



Bill Brubaker
brubakb@wsdot.wa.gov
Aviation Division Director

Cheryl Little
littlec@wsdot.wa.gov
Executive Assistant

Malcolm "Mac" J. McIver
mciverm@wsdot.wa.gov
Aviation Program and
Airport Aid Manager

Newell R. Lee
leen@wsdot.wa.gov
Aviation Budget and Finance

Randi Christenson
chrstr@wsdot.wa.gov
Aircraft and Airman Registration
Program Manager

Karl M. Moore
moorek@wsdot.wa.gov
Search and Rescue Coordinator

Donnie Harris
harrisd@wsdot.wa.gov
State Airport Maintenance
Technician

Theresa Smith
smithtl@wsdot.wa.gov
Aviation Planning Manager

Stan Allison
allisos@wsdot.wa.gov
Aviation Planner

Michelle Whitfield
whitfim@wsdot.wa.gov
Aviation Planner

Governor Signs Volunteer Bill into Law

by Bill Brubaker, Director, Aviation Division

As representatives of volunteer groups looked on, Governor Gary Locke signed House Bill 2532 into law. The Bill, sponsored by the WSDOT Aviation Division, will allow the agency to spend tax dollars to recognize volunteers for their service to the state. Two of the Aviation Division's major programs are volunteer dependent. They are the Search and Rescue program and maintenance of many of the State owned airports. Volunteer groups such as WASAR, The Washington Pilots Association, the Civil Air Patrol and the Ninety-Nines are among the volunteers that will benefit from the legislation. According to Aviation Division Director Bill Brubaker, the legislation is a result of an audit that called into question the Division's long standing practice of recognizing volunteers with awards and various ceremonies. "It simply codifies what we've been doing," Brubaker said, "and it's the right thing to do."



Members of aviation groups join the Governor Gary Locke in the signing ceremony for the Volunteer Recognition Bill. Standing, left to right; Colonel Dale Newell, Commander-Washington Wing of the Civil Air Patrol, Don Griffith, WSDOT Legislative Liaison; Aviation Director Bill Brubaker; Nancy Jensen representing the Ninety-Nines; and Tom Jensen of Washington Search and Rescue.

In signing the legislation Governor Locke thanked the volunteers on behalf of the state and its

citizens, noting that too often their service goes unnoticed. ■

Annual Art Contest Looks To The Future

by Bill Brubaker, Director, Aviation Division

Seventy-seven young artists from Washington State were among the fourteen thousand students from around the United States who participated in this year's National Aviation Art Contest. The aspiring artists were judged on style, composition and how well they depicted the theme, *Flight Into The Future*. There were winners from 34 states in three age categories. Washington State awards went to:

Ages 6 - 9:

1st Place – **Natasha Pollard**, Mary Purcell School, Sedro-Woolley, WA

2nd Place – **Olli Wanzek**, Home Link, Battle Ground, WA

3rd Place – **David Kordonowy**, Mary Purcell School, Sedro-Woolley, WA

Ages 10-13:

1st Place – **Phillip Wheeler**, Mt. Adams Middle School, White Swan, WA

2nd Place – **Nina Northy**, Home Link, Battle Ground, WA

3rd Place – **Lindy Jacoby**, Home Link, Battle Ground, WA

Ages 14-17:

1st Place – **Minni Salonen**, Washington High School, Tacoma, WA

(There were no 2nd and 3rd place winners.)

These winners were entered in the national competition, held in Washington, D.C., with the winners there going on to an international event in Switzerland. For the first time in the contest's ten year history, a Washington State resident, Sonia Godeken of Tacoma, served as a judge of the national competition. Ms. Godeken is a NASA Einstein Fellow.

The annual event is sponsored by the National Association of State Aviation officials, the National Aeronautics and Space Administration and the Federal Aviation Administration. ■

FAA Chief Lauds State Program

by Theresa Smith, Aviation Planning Manager

The WSDOT Aviation Division's land use program to protect airports from incompatible land uses has received rave reviews from the Federal Aviation Administration. In a two-page letter, sent to aviation directors in each of the fifty states, FAA Administrator Jane Garvey encourages the states to follow Washington's example.

The program, the result of 1996 legislative action, requires public entities that own and/or operate airports, to make provisions for those airports in comprehensive planning and discourage incompatible land use around them.

Ms. Garvey's letter was prompted by a recently completed survey

entitled "Cooperative Partnership between the Federal Aviation Administration and the State Agencies for Reducing Community Concerns about Aircraft Noise." In her letter to WSDOT Aviation Director Bill Brubaker, Administrator Garvey said, "Your model program on airport land use compatibility shows a proactive approach in developing legislation and planning for compatible land use development around airports in your area. FAA commends your initiative and encourages other states to look at your program for information on developing this type of program." Ms. Garvey also singled out seven other states for their airport noise and compatibility efforts.

State Aviation head Brubaker said he was overjoyed to receive the recognition and compliments from the Federal Aviation Administration. "It speaks not only of a very supportive State Legislature, but also of my staff which has worked so hard to make the program a success. I believe," he added, "that if it is applied by other states, it will have far reaching impacts, not only on noise, but preserving our airports as the vital facilities they are."

The Aviation Division is currently designing a "Best Practices Handbook" for local jurisdictions to use in applying the compatible land use program. ■

State Aviation Officials Inducted into National Aviation Hall of Fame

In ceremonies scheduled for mid-July, the National Association of State Aviation Officials (NASAO) will be inducted into the National Aviation Hall of Fame. Founded in 1931, NASAO is one of the most senior aviation organizations in the United States, pre-dating the Federal Aviation Administration and its predecessor the Civil Aeronautics Association. NASAO represents the men and women in state government agencies in all fifty states who organize, promote and fund a wide variety of aviation programs. In an era of declining federal budgets, the state's involvement in aviation will continue to expand. In Washington State, as in other states, general aviation and small airports would be in peril if it were not for the state aviation programs. For additional information about the NASAO, visit their website at www.nasao.org/.

President Henry Ogrodzinski will accept the "Milton Caniff Spirit of Flight Award" on behalf of the State Aviation Directors. The Washington State Flag will be flown along with the other state flags in a permanent Hall of Fame display honoring NASAO and its member states. For more information about the National Aviation Hall of Fame, see their web site at www.nationalaviation.org/spirit.html. ■

Arlington Fly-In Has Another Big Turnout

The largest EAA (Experimental Aircraft Association) event on the west coast continues to be just that, the largest. More than 48 thousand folks and a thousand aircraft visited the fly-in at Arlington Airport. Blessed with great weather, attendees were entertained with aircraft displays and forums as well as an outstanding air show each of the fly-in's five days.

Each year the fly-in provides a venue for the "Young Eagles" program whereby youngsters actually are introduced to aviation by taking a flight with EAA members. This year a record 310 Young Eagle flights were made. ■

New Colville Airport Now Open

by Mac McIver, Aviation Program and Airport Aid Manager



Colville Airport

If you have not flown into the Colville Airport lately, you are in for a surprise and a real treat. The city and the Aviation Division have teamed together to bring you a totally new general aviation airport!

The airport is in the final stages of a total reconstruction which has resulted in a new asphalt runway that is 45' by 2787'. The new striping and new airport lighting package will be finished this summer. This configuration will allow development of general aviation facilities on the east side of the airport. A new ramp area is planned for the east side as well.

This construction has been a long time coming, because for nearly thirty years there had been talk and activity to move the Colville Airport to the valley, but the site just never became a reality. The

airport, as it is now constructed, will support general aviation and the economic growth of the community for many years to come. The city has recently adopted zoning regulations which will protect the airport from



"Our partnership with WSDOT Aviation Division is vital. With WSDOT's financial support, the City of Colville was able to reconstruct and overlay an unsafe runway condition. I'm thankful that together, we kept our city's air link open."

Bob Anderson
Mayor, City of Colville

activities and construction that might hurt the airport environment in the future. In addition, the city has developed a maintenance plan for the airport to ensure it is kept in top operating condition.

During your first visit to the airport, in addition to the runway and lighting system, you will notice the new security fencing and the new airport access road. This is an exciting time for general aviation and the city of Colville... let them know you appreciate the hard work they have done and that you admire the efforts of a very ambitious local airport board! ■



"As Fixed Base Operator (Swift Flight) at the Colville Airport I'm happy to report that the new asphalt runway was paved last fall and is quite an improvement from the weeds growing through the old runway! Some other improvements scheduled for the airport include seal coating the new asphalt, and paint striping, and finishing new runway light wiring. Also moving the rotating beacon to the east side of the runway, and a new fence project with volunteer labor by the Colville WPA chapter."

Harley L. Howell, Jr.
Swift Flight, FBO and
Colville Airport Board

"The Colville city airport was in dire straits and had to be upgraded to continue safe operation. The City of Colville, numerous volunteers and the Washington State Department of Transportation Aviation Division were able to get together to repave the runway, and rebuild other areas of the airport. Colville is proud of our airport, and hope we can continue to move forward. Thank you WSDOT Aviation, Mac McIver and others."

Duane Scott
Former Mayor, City of Colville

"The asphalt pavement which was completed last fall, was a significant step in the master plan of rebuilding the Colville Airport. It was great to work with Mac McIver and his office at the Washington State [Aviation] Division, and to see the quality product that resulted. The local pilots are ecstatic! We are looking forward to more projects in the future."

Jim Witham
Colville Airport Chairman

State Airports Are Now Open!

by Donnie Harris, State Airport Maintenance Technician

Thanks to our volunteers, the Year 2000 is off to a great start for our State Airports!

Woodland State Airport: The guys from Woodland are fantastic! Headed up by Harlow Friday, the pilots and volunteers came together and made significant improvements to the hangars. Woodland pilots are helping preserve this airport for future pilots.

Avey State Airport at Laurier is very unusual. It is the only airport in the United States in which the runway crosses an international boundary. This year, Avey got a new wind indicator and reflectors.

Bandera State Airport is adopted by the Washington Pilots Association (WPA), Seattle Chapter. Roger Baird has led the way and spent countless hours working at Bandera. The Seattle Chapter has cleared brush, painted, filled holes, all in the spirit of making the airport better for others.

Copalis Beach State Airport is open all year and has a new wind indicator. The surface on the wet sand is hard. Copalis is the only airport in the United States that

uses the beach for a runway.

Lake Wenatchee State Airport is adopted by the Wenatchee Chapter of the WPA. These people have made improvements that make Lake Wenatchee a nice place to visit, thanks to Mick Cooke, the Mounter family and crew.

Ranger Creek State Airport is located near Greenwater. It is maintained by the Green River Chapter of the WPA. Al Banholzer has been organizing work parties and has contributed many hours to preserving Ranger Creek. Nancy Jensen is very active in support of aviation, and she and other members of the 99's painted numbers and "Ranger Creek" on the runway.

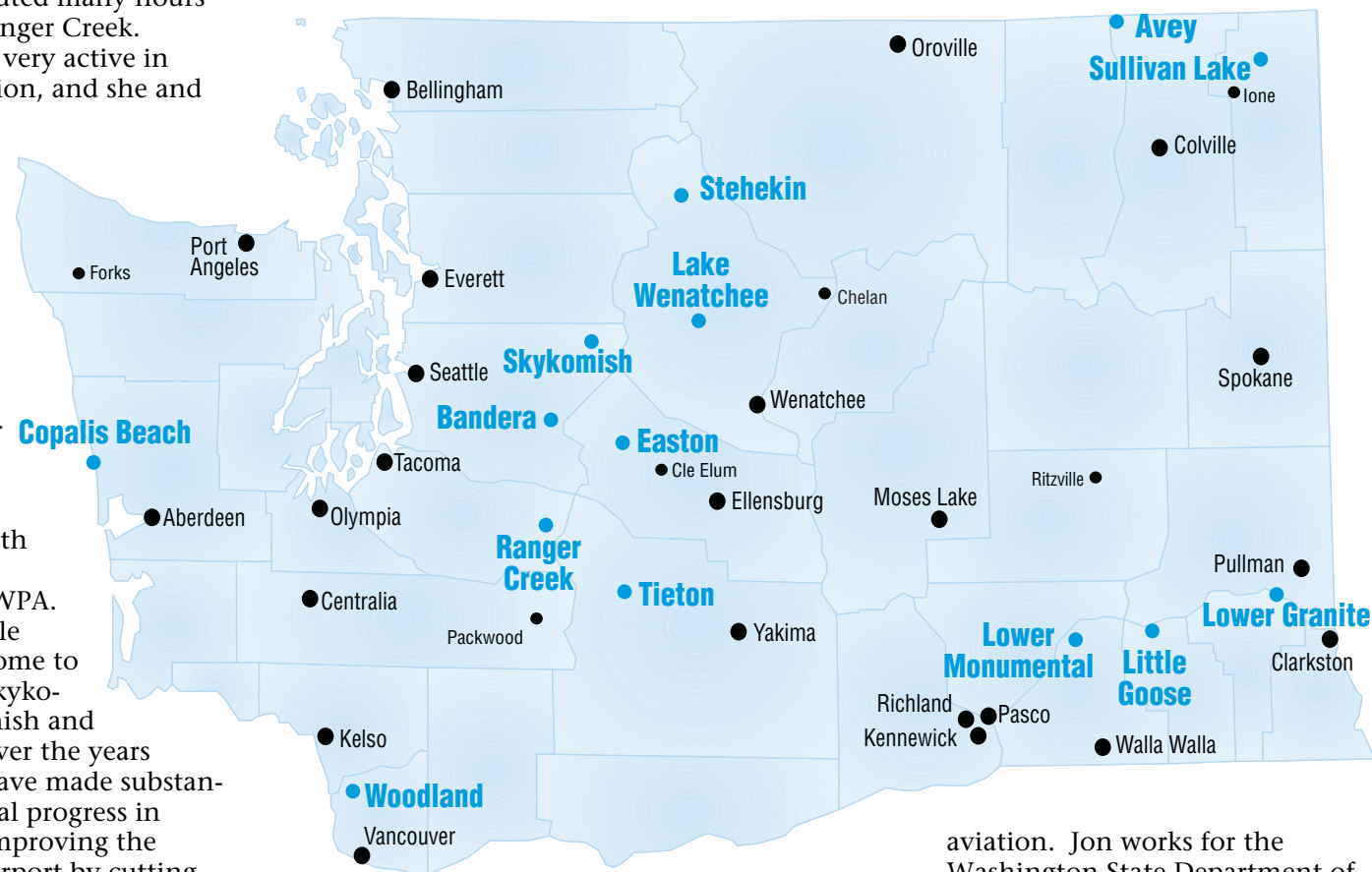
Skykomish State Airport is one I know best. I lived at this airport for eight years and made many friends with the Paine Field Chapter of the WPA. These nice people

come to Skykomish and over the years have made substantial progress in improving the airport by cutting brush and painting runway markers.

Stehekin State Airport is located on the north end of Lake Chelan. It is



Paine Chapter planes brought many workers to Skykomish.



the most remote airport in the state, and is one of two airports in the United States located within a National Park. We are there by Special Use Permit with the U.S. Park Service. Stehekin is also the

most difficult airport to fly in to and out of. The approaches are very steep and the surface is rough. Janet Liberty has had Stehekin under her wing for a long time. She organizes a group of experienced back country pilots to fly in and maintain the airport. Thanks, Jan for everything!

Sullivan Lake State Airport is lucky to have Jon Almack, a former Navy Seal, as a friend to

Tieton State Airport at Rimrock is adopted by the Yakima Chapter of the WPA. Thanks to their dedication, Tieton remains high on many peoples list as a place to camp, fish and enjoy the beauty of the Northwest. Steve George has Tieton under his realm, and organizes group work parties.

Let's not forget all who have donated so much before us, and thanks to everyone who contributes to the future of aviation in the state. ■



Bandera's lawn gets mowed.



Above: The wind indicator at Copalis got replaced.

Left: Jerry Blanchard (left) and Chip Davidson helped extend water and power out to the windsock area at Bandera.



Below: More work got done at Bandera, as Dick Kinnier (left) and Kurt Mason scraped and painted the airfield markers.



aviation. Jon works for the Washington State Department of Fish and Wildlife. In his spare time, Jon and the Forest Service have cleared trees on the approach to Runway 16 and are active in removing trees along the runway.

WAAS to be Implemented in Washington State

by Theresa Smith, Aviation Planning Manager

We look forward with great anticipation to the opportunities new technology will provide aviation in the 21st Century and one of the most exciting tools is the utilization of Global Positioning Satellite approach technology. The complexity of GPS technology, coupled with conflicting information about GPS implementation and the reality of development delays leaves most of us scratching our heads and wondering.

To bridge that information gap, the Washington State Department of Transportation Aviation Division, in partnership with the Federal Aviation Administration created this information package to help clarify the implementation process of the GPS precision instrument approach program, known as WAAS. WAAS stands for the Wide Area Augmentation System and the program will provide satellite-based navigation capability for all phases of flight from enroute through precision approach.

The Aviation Division supports the development and implementation of this new technology. It is important to us that airport sponsors have a clear understanding about the implementation realities of the WAAS program: timing of satellite coverage, facility requirements and land use requirements. The satellite precision instrument approach is not off-the-shelf technology and the program is experiencing development delays. However, the FAA is committed to implementing the WAAS program throughout the United States during the first decade of the 21st Century.

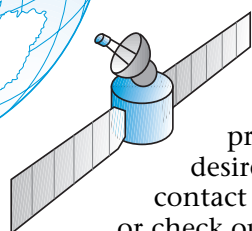
Airport sponsors have much work ahead to prepare airports for a WAAS approach particularly for precision approach minimums of less than

three-quarters of a mile. Based on existing obstructions and facility provisions, not all airports will be able to achieve the requirements for a precision approach of less than three-quarters of a mile. We prepared an information package to shed light on what to expect and more importantly,

how and what to plan for the implementation of a GPS precision instrument approach. Should you

desire a copy, please contact us at 1-800-552-0666 or check our web site at

www.wsdot.wa.gov/aviation/planning. ■



Pavement Management Program Findings Due

by Theresa Smith, Aviation Planning Manager

We await with much anticipation the arrival of findings from the Washington State Airport Pavement Management Program in July. The Aviation Division and the FAA Seattle Airports District Office sponsored the study to examine the condition of pavement surfaces at our state system of airports. This exhaustive effort will establish baseline data for all public use airports in the system plan with the exception of primary category airports. As a tool to assist airports in their decision-making process, the study offers a menu of options in preserving the pavement at the airports as well as a recommended five-year project prioritization list for each airport. The list will identify the pavement repair needs and budget requirements to support those repairs. Decisions regarding the actual implementation of the recommended projects will be made by the airport sponsor. The study will also provide an understanding of the overall condition of airport pavements throughout the state aviation system. The Pavement Consultants, Inc team spent the past year gathering construction and maintenance history including existing pavement layer types and thicknesses, date of construction, type of maintenance applied, and date of maintenance application. Findings will be available through the WSDOT Aviation Division website at www.wsdot.wa.gov/aviation/planning or calling 1-800-552-0666. ■

Forecast and Economic Analysis Study Initiated

by Theresa Smith, Aviation Planning Manager

In partnership with the FAA, the WSDOT Aviation Division is initiating the Washington State Aviation Forecast and Economic Analysis Study to assess forecasts for aircraft and passenger activity at airports in the state and to understand the economic importance of aviation on Washington's economy. Airports serve as economic generators and some people argue that a lack of understanding among decision makers about the economic importance of airports to the state and local economies may result in inappropriate land use decisions, competing priorities for local funding and inappropriate environmental mitigation policies. Without an understanding of the economic importance of airports, Washington could lose more airport locations. While economic information is collected by port districts and local jurisdictions, there is no centralized location for economic information as it pertains to airports from a statewide perspective.

The purpose of the study is to understand and communicate the economic importance of airports on the local and state economy. Bucher Willis Ratliff was selected to develop this important twelve month effort which will be assisted by a Public Advisory Committee representing airport sponsors, the general aviation community, ports, jurisdictions, the banking community, medical community and regional economists. ■



Quotable

"To develop, encourage and foster aviation in our state, the Commission believes that each new airfield increases the utility of the airplane, creates mass demand, and encourages the possibility of a roadable plane in the near future."

*Washington State Aeronautics Commission
First Biennial Report to the Governor
December 31, 1948*

Video Created for Better Understanding FAR Part 77 Airspace

by Theresa Smith, Aviation Planning Manager

The WSDOT Aviation Division recently teamed with the WSDOT Computer Aided Engineering Office to develop an animated video graphically depicting the three-dimensional FAR Part 77 Imaginary Surfaces. Even to the seasoned aviation enthusiast, Part 77 is a difficult concept to communicate and the Imaginary Surfaces are a critical component in the Airport Land Use Compatibility Program. We worked to create a short visual piece on the basics of Part 77 for city and county planning commissions as they consider land use provisions to protect the Imaginary Surfaces. The video is available in CD format and / or VHS cassette. We plan to offer the video through our web site in short order. ■

New Aeronautics Program Specialist / SAR Coordinator on Board

We'd like to introduce you to our new member of the Aviation Team: Karl Milton Moore. Karl's main responsibility will be the SAR Coordinator duties, along with other projects. Karl grew up in Tacoma, Washington, and started his aviation career when he joined the Civil Air Patrol as a cadet at age 13. At the age of 17, he joined the U.S. Air Force, serving for twenty-five years as an Aerospace Air Operations Command and Control Superintendent. His military career took him to Libya, Vietnam, Montana, Washington,



England, New Jersey, Japan, Nebraska and Germany. Most noteworthy assignments included managing the NATO Primary War Headquarters Command Center, flying as primary aircrew on the Strategic Air Command's Airborne Command Post "Looking Glass" and being the on-scene air coordinator during the 1983 KAL-007 (747) recovery mission in the Sahaklin Islands.

Karl holds a Bachelor of Science Degree from Embry-Riddle Aeronautical University and an Associ-

ates of Applied Science Degree from the Community College of the Air Force. He earned his Commercial Pilots license via the G.I. Bill program, while still on active duty. He founded and managed the Armed Forces Flying Club at Misawa Japan for three years. For the past several years he has served with the Museum of Flight in Seattle. He continues his Civil Air Patrol affiliation as a fully qualified SAR Emergency Services Officer, and also as the Squadron Commander of the Green River Squadron in Auburn. Karl's son Jon is also actively involved in Search and Rescue and is an EMT. The two of them have logged hundreds of SAR sorties, and thousands of hours of volunteer time. ■

Some "Rules" of the Air

The Internet brings many things to us everyday. These showed up at the office, reputedly from the *Australian Aviation Magazine*. We thought you'd like to read them.

- Every takeoff is optional. Every landing is mandatory.
- If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
- Flying isn't dangerous. Crashing is what's dangerous.
- It's always better to be down here wishing you were up there than up there wishing you were down here.
- The ONLY time you have too much fuel is when you're on fire.
- The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch

the pilot start sweating.

- When in doubt, hold on to your altitude. No one has ever collided with the sky.
- A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
- Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
- Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to

hide out in clouds.

- Always try to keep the number of landings you make equal to the number of take offs you've made.
- There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
- If all you can see out of the window is ground that's going round and round and all you can hear is a commotion coming from the passenger compartment, things are not at all as they should be.
- In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
- Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
- Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal. ■

Education Opportunities for 2000/2001



These are the opportunities scheduled as of July 2000, all are subject to change. Check our home page at www.wsdot.wa.gov/aviation for updates.

Search and Rescue Training

Date	Course	Location
Sept. 30 - Oct. 1, 2000	Mission Aircrew Course	Spokane, WA – Peppertree Airport Inn
October 21-22, 2000	SARDA* and SAR Practice Mission	To be announced
November 18, 2000	Mission Staff Training**	Seattle

Prerequisite: Must have already taken Mission Aircrew Course.

* The State and Regional Disaster Airlift (SARDA) Plan should be exercised annually.

** The "Mission Staff Training" replaces the former "Mission Management Course."

You can register for the above classes by calling the WSDOT, Aviation Division at: 1-800-552-0666 or (206) 764-4131. If you have any questions, please contact Karl Moore at the above numbers or at his e-mail address: moorek@wsdot.wa.gov.

Note: SAR training activities may be canceled by the Aviation Division due to higher priority missions, or failure to obtain an adequate number of students.

Flight Instructor Revalidation Clinics

Date	City	Hotel
September 23-24, 2000	Spokane	Airport Ramada Inn
November 4-5, 2000	Seattle	NOAA Auditorium, 7600 Sand Point Way NE
January 6-7, 2001	Tacoma area	Best Western Executive Inn, Fife

Must be a Washington State registered pilot.

Aviation Mechanic's Clinics

Date	City	Hotel
March 3-4, 2001	Federal Way	Holiday Inn
March 10-11, 2001	Spokane	Airport Ramanda Inn

Training and Education Opportunities Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131). It's also available at our website: www.wsdot.wa.gov/aviation

I wish to attend the _____ clinic in _____ on _____

Name, as it appears on your FAA Certificate

CFI Certificate Number

Address

City

Day Phone Number

State/Zip Code

Date

Hall of Fame

Continued from page 1

oldest general aviation businesses in the Northwest; **Roy Franklin**, founder of San Juan Airlines, the first air taxi commuter scheduled airline in the Pacific Northwest. An unprecedented Special Award went to the **Harvey Family**, for their unsurpassed contributions to the commitment and promotion to aviation in the State of Washington. We hope to feature more on our prestigious Hall of Fame roster at a later date. ■

Americans with Disabilities Act (ADA) Information

Persons with disabilities may request this newsletter be prepared and supplied in alternate formats by calling collect (206) 389-2839. Persons with hearing impairments may call 1-800-833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.

Civil Rights Act Title VI Notice to the Public

It is the Washington State Department of

Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advise, please contact OEO's Title VI Coordinator at (360) 705-7098.

